

Transit In Colorado

Governors Transportation Finance
and Implementation Panel

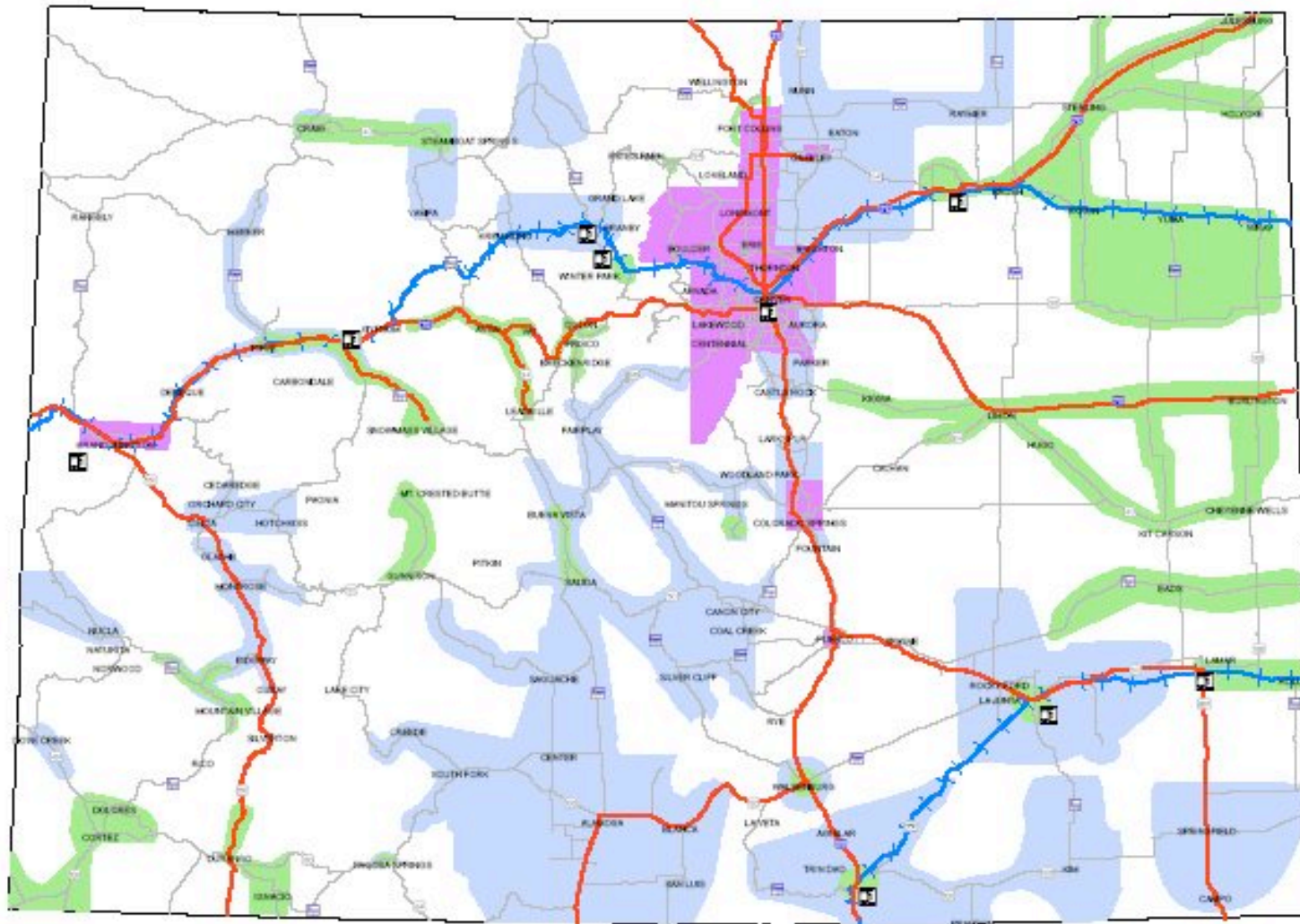
Transit Value Proposition

- Commuters - 70,000+ Workers/Employers Depend on Transit
- Health and Welfare - 1.5+ million human service trips/year
- Sustainable transportation
 - Prevented 10.3M hours of road delays (Denver)
 - Avoided 4.3M gal. of gasoline consumption (Denver)
- Critical tourism infrastructure
 - Move people efficiently/preserve environment
- Public Support

Types of Transit Service

- 47 Public Transit Systems (Public)
 - Urban/Tourist Areas
- 37 Specialized Transit (Public & Non Profit)
 - Elderly & Disabled
- 5-10 Intercity Bus (Private)
 - Greyhound, TNMO, Black Hills, Buses to Mexico
- Over 125 Commercial/Shuttles/Taxi (Private)
 - Vans to ski areas, gambling shuttles, airport shuttles, etc
- Over 200 Incidental Transit Providers (Private)
 - Retirement Home Vans, etc

Existing Colorado Transit Services



0 20 40 80 120 160 Miles

July 10, 2007

Amtrak Intercity Bus
General Public - Urban General Public - Rural
Special Transit/Elderly & Disabled

Transit Roles and Responsibilities

- **Local/Regional Governments**

- Plan/Build/Operate/Maintain/Fund Transit Service
- Most local transit agencies compete for local general fund \$
- Many locals reluctant/can't spend local \$ on regional service extending outside of boundaries.
- Local match is limiting factor in receiving state/federal funds for many agencies.

Local Transit Funding Sources

- Local Government General Funds
- Misc. such as fares, user fees, contracted services, advertising, business donations
- Regional Transportation District (sales tax)
 - Denver Metro Specific
- County Mass Transit Tax (sales tax)
 - Eagle/Summit County
- Rural/Regional Transportation Authority
 - El Paso County/RFTA/Gunnison

Transit Roles and Responsibilities

- **Federal Transit Administration - \$195 million**
 - Nine categories of funds
 - Formula funds to urbanized areas - \$58 million
 - Capital/Operating
 - Discretionary/New Starts - \$126 million
 - Capital (RTD, CASTA Coalition)
 - Rural/Elderly Disabled - \$11 million
 - Capital/Operating (Admin. By CDOT to local providers)
- **Amtrak**
 - Two Lines in Colorado

Transit Roles and Responsibilities

- **CDOT**

- FTA Grants to Local Governments - \$11 million
 - Rural transit, Elderly&Disabled, Intercity Bus, etc.
- SB1 Strategic Transit Program - \$22 million
 - “Improving transit connections between communities and access to critical destinations”
- Integration of transit into regional/statewide plans
 - Intercity Bus Study
- Technical/Planning Assistance

Senate Bill 1 – State Strategic Transit Program Funding

- \$22 million in 2006
- Est. \$65 Million through 2010
 - Uncertain funding source
- Statewide Competitive Process
 - 50 Applications for \$150 million
- 20% local match required
 - Ensure local commitment to project
- Emphasis on Regional Connections and Access to Critical Destinations
 - Focus on capital and limited planning
 - No operating assistance

Senate Bill 1 – State Strategic Transit Program Funding

- Denver Union Station
- US36 Bus Rapid Transit Improvements
- Regional Transit: Greeley - Loveland
- Regional Bus Facility: Craig-Steamboat
- Front Range Express Buses
- I70 Corridor Planning
- High Speed Rail Feasibility Study – I25/I70 Corridors
- Avon Intermodal Center
- Vanpool Service - North Front Range to Denver
- Grand Valley Transit facility
- Durango Intermodal Center
- Crested Butte – Gunnison Buses
- Mason Corridor BRT Initial Phases
- Ft. Collins Intermodal facility
- Design - Commuter rail into Longmont
- RTD Access a Ride Vehicles
- Chaffee Shuttle Facility to serve Upper Arkansas Valley
- Special Transit - Maintenance Facility
- Supplemental Vehicle Needs not met by FTA funds.

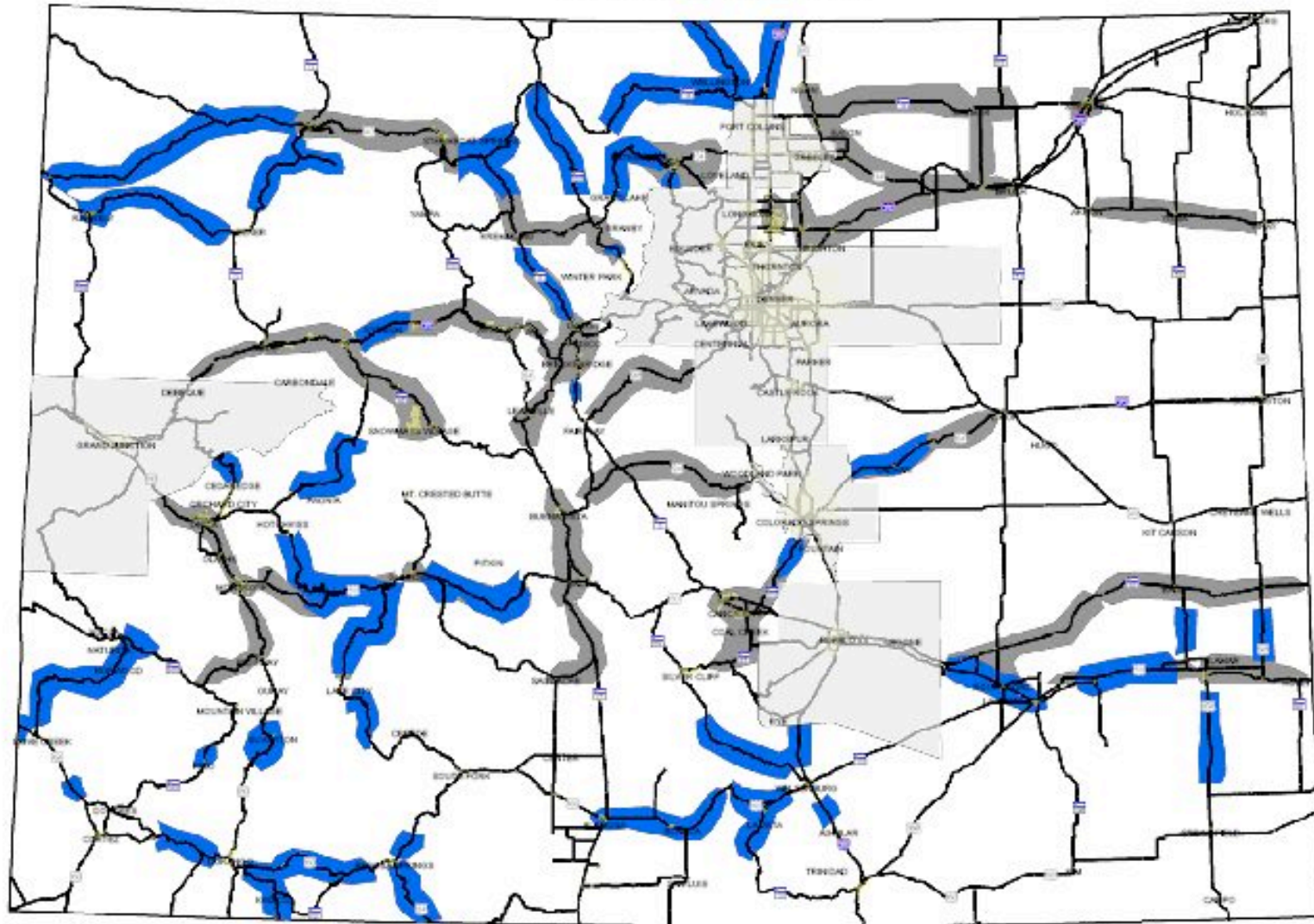
Passenger Rail Planning

- Rail Corridors of State Significance for Preservation
- Freight Relocation Study
 - Phase I (2005)
 - Phase II (Underway)
- Rail Governance Study (Underway)
- High Speed Rail Feasibility Study (Contract Negotiations)
- I70 Coalition Planning Study (Contract Negotiations)
- Rail Oriented Development Study (2002)
- NEPA Corridor Studies/Denver Union Station

Transit Needs

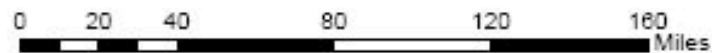
- No Standard Definition of Need
 - Defined By Transportation Planning Regions
- Regions have identified needs
 - Geographic Gaps
 - Service Gaps
- Types of Need
 - Regional Connections
 - General Public Service
 - Human Service/Elderly & Disabled

Existing Colorado Transit Needs



Geographic Needs

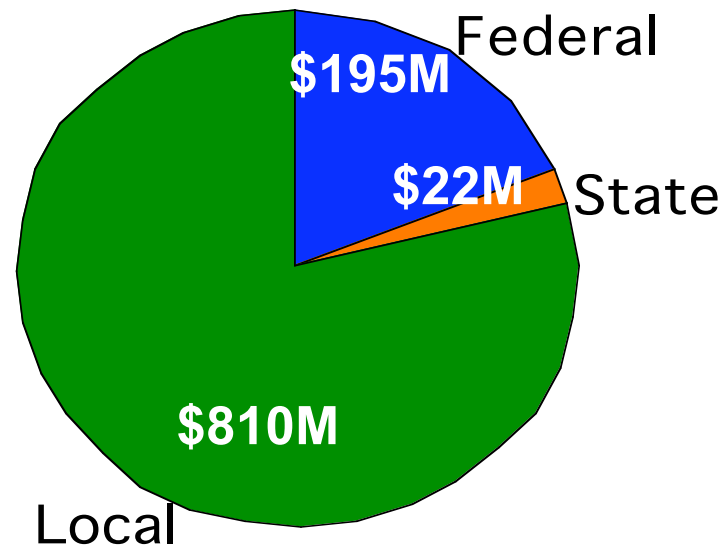
Service Needs



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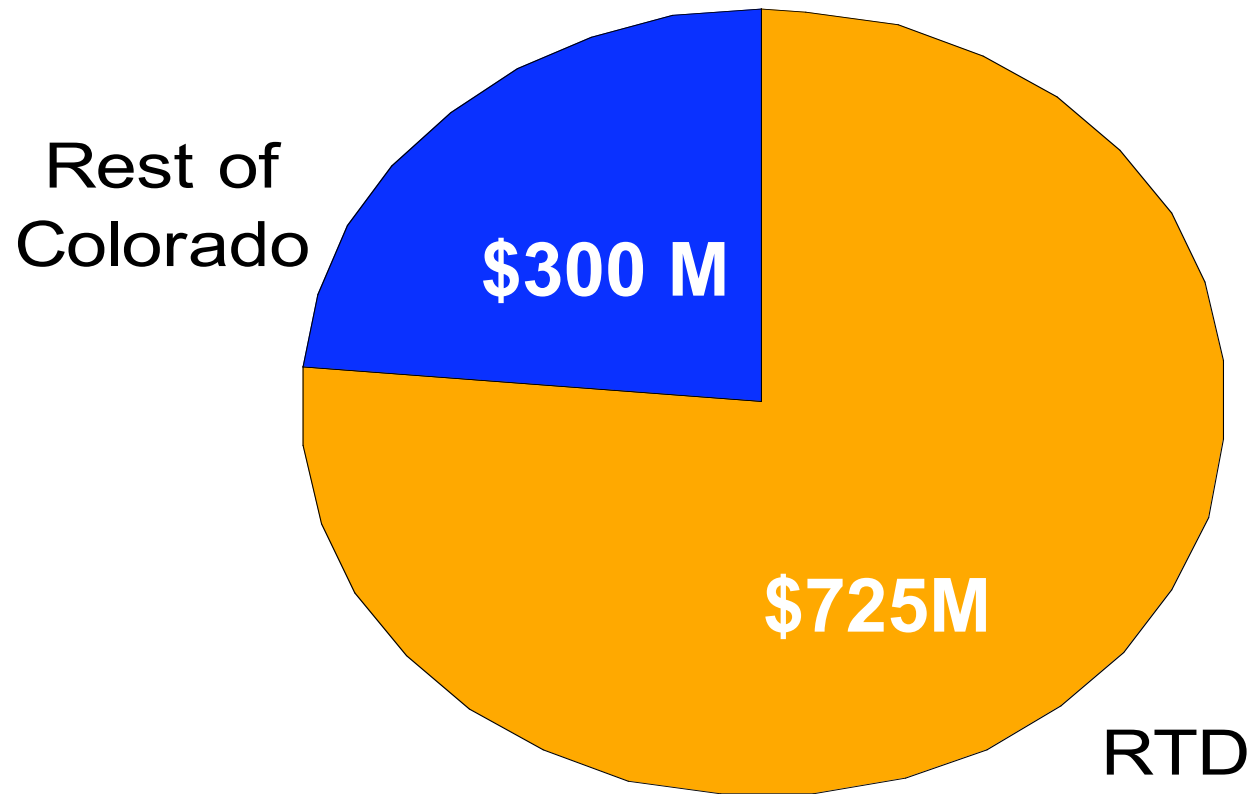
Statewide Transit Funding Summary

2006 Total: \$1.03B



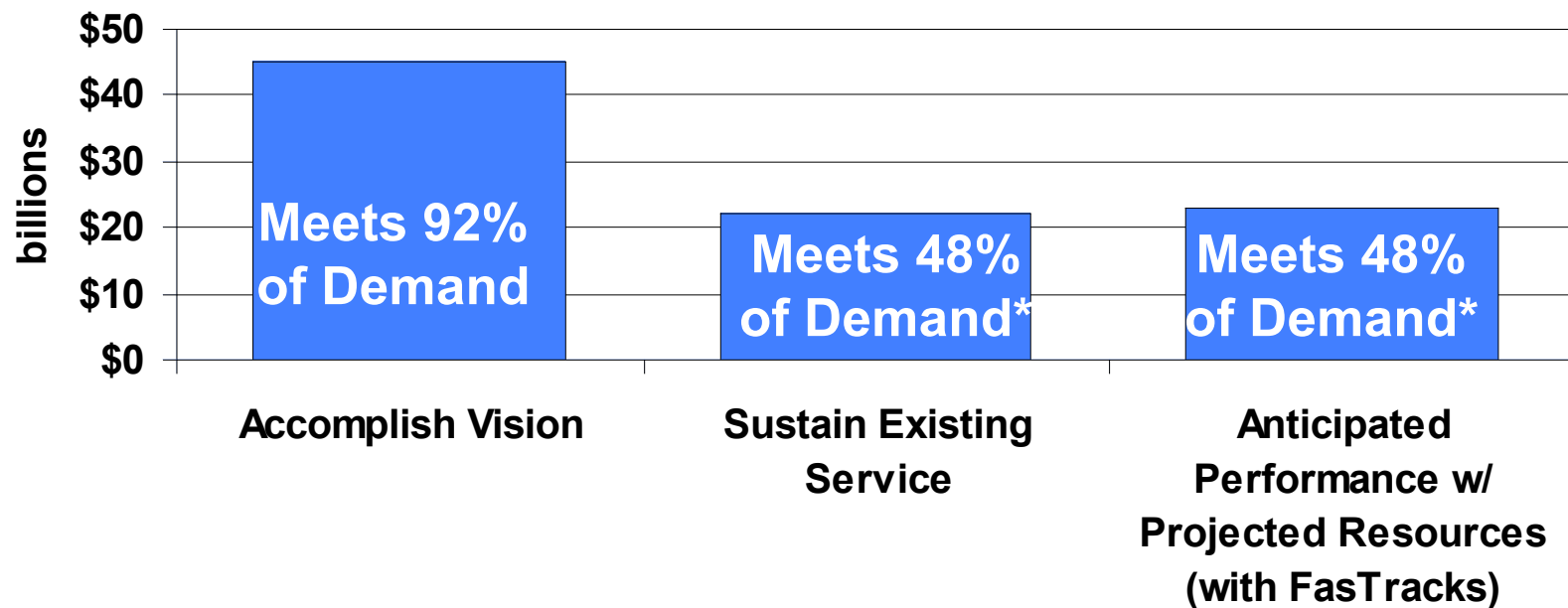
Statewide Transit Funding Summary

Geographic Split - 2006



2030 Transit Performance & Costs

2030 Transit Performance



* FasTracks funding will increase the level of service in the RTD area, whereas transit funding/buying power in other areas of the state will likely decline, resulting in service reductions.

Source: 2030 Statewide Transportation Plan – 2005 \$

Transit in Other States

– Revenue Sources –

# of States	Revenue Source
19	General Fund
15	Gas Tax
9	Motor Vehicle/Rental Car Sales Tax
8	Registration/Title/License Fees
8	Bond Proceeds
7	General Sales Tax
27	Other (state highway \$, trust funds, fees, taxes, tolls, lottery, etc.)

Transit in Other States

– Uses of State Funds -

# of States That Allocate For Use	% of Funds Allocated To Use	Allowed Use
31	19%	Capital (Buses, Equipment, ROW, etc)
30	48%	Operating (Salaries, Fuel, maintenance, etc)
28	31%	Capital and Operating
14	2%	Planning, admin., research, misc.